

childhood education, physical therapy, nursing, psychological testing and music and art supervision. As the Kennedy Child Study Center celebrates its 50th anniversary, it is a great time to reflect on all the positive work its organization has done for the youth of America and to look towards a future where children with developmental disabilities have access to quality care and educational success.

The dedicated work of the Kennedy Child Study Center is inspiring to us all, and I am immensely grateful to them for all that they have accomplished. I ask my colleagues to join me in expressing the gratitude of the U.S. Congress for their extensive contributions to society.

ADVANCED VEHICLE TECHNOLOGY ACT OF 2009

SPEECH OF

HON. PHIL HARE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 16, 2009

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3246) to provide for a program of research, development, demonstration and commercial application in vehicle technologies at the Department of Energy:

Mr. HARE. Mr. Chair, I rise today in strong support of H.R. 3246, the Advanced Vehicle Technology Act of 2009. I commend our colleague from Michigan, Representative GARY PETERS, for authoring this important legislation, which will create the most comprehensive national vehicle research and development program to date. I would also like to acknowledge my colleague from the Illinois delegation, Representative JUDY BIGGERT, for her efforts in working with Representative PETERS to bring this bill to the floor.

Today, our nation faces many serious challenges such as rising unemployment, energy demands that continue to increase exponentially, fierce global competition in technology innovation and the threat of a warming planet, yet the Advanced Vehicle Technology Act provides hope in many of these areas. As one of the largest and busiest bases of manufacturing in the U.S., my home state of Illinois stands to greatly benefit from H.R. 3246. New opportunities are created for Illinois engine and equipment manufacturers, such as John Deere, to build and use products that excel in terms of efficiency and productivity, and contribute to our sustainability. The bill also ensures that American manufacturers remain competitive worldwide by allowing for the collaboration between the Department of Energy and American automakers and commercial, transit, and non-road vehicle manufacturers to develop cutting edge, environmentally friendly technologies.

Additionally, I strongly urge the passage of Chairman GORDON's amendment to H.R. 3246, that includes a small—but important—change to this measure that I authored, which broadens the playing field for those wanting to collaborate with the Department of Energy under this program to include non-road mobile equipment manufacturers. I believe this

change in language is critical as many states have petitioned the Environmental Protection Agency with their concerns over greenhouse gas emissions from non-road vehicles and have stated that these vehicles and pieces of equipment are worthy of consideration for partnership with the Department of Energy. Put simply, this amendment makes a great bill even better by allowing manufacturers of non-road mobile equipment in the fields of agriculture, construction and mining and forestry a chance to work with the Department of Energy to find innovative ways to reduce America's dependence on foreign oil and the harmful emissions that cause global warming.

The Gordon amendment and the overall bill both help keep American innovation within U.S. borders, and importantly do the same for the research, development and manufacturing jobs that come with those innovations. Furthermore, this bill has the support of a broad range of groups such as Deere & Company, Caterpillar, the U.S. Chamber of Commerce, the Natural Resources Defense Council, and the Sierra Club. The wide array of support this bill has drawn from both ends of the spectrum is evidence of the need for this legislation to become law.

The Advanced Vehicle Technology Act creates and preserves American jobs while having the potential to greatly impact our environment. Again, I applaud and thank my friends GARY PETERS and JUDY BIGGERT, who serve on the Science and Technology Committee for leading the charge on this important legislation. I would also like to thank Chairman GORDON and Ranking Member HALL for their support of this bill. Madam Speaker, I urge the House to adopt both the Gordon amendment and H.R. 3246, the Advanced Vehicle Technology Act of 2009.

SAFETY CENTER INCORPORATION CELEBRATES ITS 75TH ANNIVERSARY

HON. DORIS O. MATSUI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 22, 2009

Ms. MATSUI. Madam Speaker, I rise today to congratulate the civic leaders, city officials and community members who have contributed to making Safety Center Incorporation a success for the past 75 years. This organization started in 1934 and has created a number of innovative programs to help educate thousands of people around the Sacramento area regarding safety on and off the road. I ask all my colleagues to join me in saluting Safety Center Inc. on the 75th anniversary of their founding.

Since its inception, Safety Center Inc. (SCI), formerly known as Sacramento Safety Council, has created several safety training programs for children, teens, disabled adults and seniors. In 1935, 1 year after establishing the organization, SCI conducted its first safe driving training to Sacramento High School students; and in 1936, SCI opened a traffic school for teens. By means of this traffic school program, young drivers were able to use the SCI testing device to learn how quickly they would react in potential driving sce-

narios. After much excitement between the 1930s and 1950s, the SCI was formally incorporated into the State of California in 1959.

In the 1970s, SCI continued to expand its horizons. On December 9, 1971, SCI authorized the establishment of a drinking and driving program. One week after SCI authorized this program, the State mandated that drunk drivers attend remedial classes, in order to help prevent future drivers from this illegal and unsafe driving behavior. Due to a high Spanish-speaking population, the organization offered Spanish-language defensive driving courses, as well as Courts Alcohol Re-Education (CARE) programs by the mid-1970s.

Within the last quarter-century, Safety Center Inc. has educated more than 2,000 teens in defensive driving techniques, almost 900 seniors in mature driving and more than 600 students in motorcycle riding safety. To include children in their efforts to keep all Californians safe, SCI established a life-saving safety education center known as Safetyville. Children, preschool through third grade, are taken on a tour through a town-like setting, in which they learn fire, pedestrian, stranger danger and railroad safety precautions. This children's program has provided life-saving safety education and training to more than 125,000 children since 1984.

On September 26, 2009, SCI will celebrate 75 years of stability, innovation and of course, safety. I am honored to congratulate and its members who have helped train and protect thousands of people. Madam Speaker, as my constituents gather to celebrate the Safety Center Inc.'s 75th anniversary, I ask all my colleagues to join me in honoring the organization's monumental history and success.

RECOGNIZING THE HUBBARD FAMILY

HON. DEVIN NUNES

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 22, 2009

Mr. NUNES. Madam Speaker, on behalf of myself and Congressman GEORGE RADANOVICH I rise to offer gratitude to the heroism and strength of the Hubbard family.

Jeff and Peggy Hubbard lost their son Jared, a Marine, in Iraq in 2004. Six months later, their remaining two sons, Nathan and Jason, both enlisted together in the Army—to honor Jared and serve their country.

Both Nathan and Jason served in the same unit in Iraq. In August of 2006, Nathan lost his life while defending freedom, leaving Jason as the remaining sole survivor of his family.

Since then, the Hubbard family has shown grace and strength during these most difficult of times. Because of their sacrifice, in 2008, Congress passed and President Bush signed into law the Hubbard Act which provides benefits to those soldiers who separate honorably as a sole survivor.

The Hubbards have shared the burden of service to this Nation with honor and focused resolve.

Today, I ask that this legislative body recognize the strength of their family, the bravery of Jared and Nathan and the ultimate sacrifice they paid for our country.